FENIANISM.

Another Raid ou the Eapts-Purchase of Arms Change in Command of the Army - address by James stephons-the Again Promises a Fight for This Year. During the last ten days there has been re-

markable activity noticeable in the Fental circles adhering to President Roberts and the Senste organization. It is rumored that large quantities of arms and ammunition have been purchased, and that negotiations have been progressing between Colonel Roberts, who has at returned from Washington, and the Government, for the restoration of the arms and am munition captured during the Fenian invasion. It is understood that the property will be estored by the tovernment at an early day, and that the Feman prisoners captured by the Canadians after the re reat of the Femans will restored to their homes by the interference of the United States Government. The Secre-

tary of War has been applied to for his good offices in the matter, and has promised, it is said, to make every effort to have the prisoners cleased from durance. The Senate Fenians are making every preparation-this time in secret to propel another invasion against the Canadian territory; and it is said that the entire organization, particularly the military ection, is undergoing a thorough and radical

It is said that a prominent Confederate officer, who distinguished himself in the Red river campaign against General Banks, is to have the command of the expedition against the Cana dians this time, and that the staff of the comnanding officer will be composed of vigorous, dash ng young officers, who will not hesitate at trices once the campaign opens. As Stephens has made his determination known to make fight in Ireland this full, it is probable that his diversion will keep the British regulars at home, while O'Neill and his skirmishers will have an other chance to cross bayonets with Colonel

Booker and the Queen's Own.

The leading Femans at Roberts' beadquarters are very reticent, and will vouch are no information whatever of their future plans or operations, but it is understood that several stands of breech-loading rifles have been purchased within the last week or ten days to arm the hostile Fernan battal one who meditate war on her Majesty's sacred soil. It is hinted that the Canadian militia and volunteers will have another chance to gratity their trate wishes for right before the October leaves begin to fall.

Proclamation by James Stephens. Jam's Stephens, the chief organizer of the Irish Republican Brotherhood, issued the follow-

ing in portant address on Monday night:-FENIAN BROTHERHOOD, CENTRAL OFFICE, July 30.—Brothers:—The Fenian Brotherhood, auxiliary branch of the actual home organization, and subordinate to that organization, has and had for its object and duty direct assistance to Ireland. Worked in strict accordance with this, its sole legitima c aim, the Feman Brother hood will be of service to our cause, but it must be mischievous, and might be big with ruin, i otherwise used. Does not the inflexible logic of facts known to you all, speak trumpet-tongued in continuation of this truth? True, when applied to any period of the organization at present, this truth has peculiar force and significance. For the day for which we have yearned and toiled through many years, imminent and inevitable on this vital point. Let no man be mistaken, or try and cloak his motives and aims in a simulated skepticism. We fight for freedom on Irish soil this year. Mind. t is no longer a question of "battle or dissolu-tion." I repeat, the men at homo have resolved to nght this year, and night they will. Under such circumstances a solemn and glorious duty devolves on you. I will not ask are you willing to fulfil this duty, and redeem the name of Irish men on this continent, being every day more and more convinced that you are not only willing but determined to do so. You will not again a low yourself to be misled by false lights held forth to allure you from duty and Ireland. The straight road, in our case, is the true one home. Irish treedom must be won on Irish soil. You will not look for aid to any Government till we at home are up in arms. Even then you will not expect more from any Government than recognition as a belingerent. This will be amply sufficient for our purposes, and this, once we are holding our own, shall be at once accorded. Could republican America do less or as than monarchical Eagland so readily does for all the world? Assuredly not. And we look for no more, freely as our blood has flown for these But if you hold yourselves of all goveruments, how much more so must you be a dependant of mere party. Our cause is too sacred for the politician. You feel this, and you know him from sad and bitter experience. Therefore I need not warn you against those who, in the name of this party or that, and on the strength of cloudy promises, would gain your votes for the coming election. Thus to be won is blindly to be sold. You are not blind now; and so when a man of life-long indifference to Ireland, or or years of bosulity to the present movement for her freedom, becomes suddenly enamored of our cause, you can fully estimate his sincerity.

Our work is for Ireland, and not for the politician. His hottest sympathy would freeze the Irish heart. Give him your support, and he stabs your country. The Fenian Brotherhood recognizes no party, and must be used by none. Therefore, I expect, and Ireland expects, no true patriot-no member of the Fentan Brotherhood-will lend himself officially or allow himself to be officially used by any politician or party on this continent. It is my duty to add that any officer who so lowers himself, or who would try to lower the dignity and effect-iveness of your order, shall be at once removed

from office.

Faithfully and fraternally yours,

James Stephens, C. O. I. R. ANOTHER CALL PROM JAMES STEPHENS. The following call was issued last night by Mr. Stephens. The half where the meeting is to be

held has not been made public:—
To the Officers and Members of the Circles of
New York, Brooklyn, Williamsburg, and Jer-

sey City. Brothers:—You are hereby directed to meet me at 8 o'clock on next Monday evening, August 6, at * * * None but members in good standing will be admitted. Each Circle is requested to come in a body, with its officers. The officers, on arriving at the hall, will take their stand inside the principal door, so as to pass in such members as may not be able to accompany their circles in a body.

Yours, faithfully and fraternally, JAMES STEPHENS, C. O. I. R.

A CONVENTION OF THE L. R. S. Mr. Stephens has also issued a call for a meeting of the members of the army of the Irish Republic in this city, which will take place next Friday, August 3, at Apollo Hall, Prince street,—N. Y. World.

SUN-STRUCK SALMON. - Several hundreds of salmon and salmon trout were found upon Burgh Marsh, on the Cumberland shore of the Solway Firth. in the last week of June, under very extraordinary circumstances. Many were lying dead upon the marsh, where they had been left dry by the receding tide, and others were floating languidly about in the small pools of water on the shore, in a sickly and dying state. Old fishermen of the district have arrived at the concinsion that the salmon, in making their way up the shallow water near the estuaries of the rivers, had been visited by something like a sun-troke, the weather having been hotter than had been experienced for many

A STRIKE IN LANCASHIRE. - The Lancashire operatives are asking for an advance in wages. Seven men of the county constabulary have for several years past messed together, each at the end of each week paying his share of the cost of the week's provisions. An accurate record has been kept of the prices of each article consumed, with the subjoined result:—In the first week of July, 1863, a man's weekly provisions cost 7s. 6d.; in 1864, 7s. 11d.; in 1865, 8s. 5d.; and in 1866, 9s. 5d. Theretore, it now costs £1 4s. 64d. to purchase the amount of food which £1 would have purchased in 1863. In other words, food was 221 per cent. cheaper in July, 1863, than it is in July, 1866.

THE PARAGUYAN WAR.

Interesting Official Reports of the Battle of Taguity - Former Reports of the Frightful Slaughter Fully Corroborated-Over Five Thousand Bead Sodies Left on the Field-Only Three Thousand Six Mandred Wounded, Ecc.

HE COMMANDER-IN-CHIEF TO THE ALLIED ARMY. CAMP OF VICTORY AT TUGUITY .- The enemy was completely whipped on the 24th of May, on the field of Tuguity, and was obliged to shelter within his fortifications, after having abandoned in his flight a great number of can nen, colors, and small arms, as well as his silled and wounded. After four hours and a half of highling he was repulsed at every point of our lines, which he had attacked in four columns, supported by reserves, with the inten-

tion of turning our flanks.

This victory is chiefly due to the Oriental army, and two divisions of the Brazilian, to-sether with one regiment of the Argentine contingent, under the immediate command of General Flores, occupying the centre of our position, and to the Brazilian troops on our leit, under the command of Marshal Osorio. The right was held by the Argentine army, under General Paunero, with Colonel Rivas leading General Paunero, with Colonel Rivas leading the van—Generals Emilio, Mitre, and Hormos covering it with their respective forces.

More than 4200 of the enemy's dead, abandoned on the field in his flight; 370 prisoners, the greater part of whom are wounded; jour brass leces of artillery; five standards; three colors; twelve drums; fifteen bugles; 4700 muskets, more than the third of which are flint-lock pieces; over 400 carbines; 300 sabres; 200 pikes, 50,000 rounds of ball cartcidge, together with many other spoils, were captured by our victorious armies in this battle, which has shed so much giory upon the allied arms, and has proved so bloody and disastrous to the enemy.

On the side of the allied armies the total losses amount to 702 killed and 2645 wounded. Of these the Brazilian contingent lost 413 killed, of which twenty-nine of them were officers-two of them being corns commanders-and 2000 wounded, of whom 183 were officers, including one general. Of the Argentine troops, 126 were killed, of whom four were generals and seven officers; 480 were wounded, including two generals and thirty-five officers. The Oriental troops lost 133 in killed, of whom twelve were officers, and 166 wounded, including seventeen officers.

All, without a single exception—Brazihaus, Argentines, and Orientals—performed pobly their duty, from the highest officer to the lowest oldier. The heaviest ughting, however, tell to the lot of the Brazilian contingent. The medical staff of the allied armies distinguished itself

y its generous care of triends and foes.
The General-in-Chief of the allied armies presents his compliments and felicitations to victorious brethren in arms on this the field of their victory. He leaves to the division commanders the grateful duty of recommending in heir respective reports those whose bravery entitle them to special consideration. For his own part, he desires to announce his satisfaction with the Brazi lans as well as the Orientals and Argentines for the enthusiasm and gallantry which they all displayed—fighting like true freenen who sustain a great and just cause in a war to which we have been forced by provocation.

Lorg live the Empire of Brazil Long live the Oriental State of Uruguay!

Long live the Argentine Republic!

REPORT OF GENERAL PLORES. HEADQUARTERS AT LAGOA TRANQUERA, May 25. -To Lis Excellency the Commander-in Chief of the Alhed Army:-Yesterday, at half past seven in the morning, the enemy made a -udden and fierce attack upon our centre, penetrating to within twenty-uve yards of our guns, and turn-ing the left of our centre; this rendered it necessary to move forward the First Division, under General Arrollo, and the Third, under General Sampalo, to the menaced point, upon which fring became general along the line, from the centre to the foot of the mountain on the left,

At half-past 2 the enemy had been completely repulsed from the centre of our position, and the pring continued only on the left, where the dense thicket and the rugged nature of the ground secured them a tooling. Noticing this, ordered a cessation of the firing at hal -past 4 in the atterneon. The enemy, according to my calculation, has lost not less than twenty-five besides some colors and pieces of artillery taken on the left by the Brazilians. Still, from the accounts of deserters who arrived here to day from the Paraguayan camp, the enemy's loss cannot have been less than five thousand or six thousand men.
On our side I estimate that we have lost, in

killed and wounded, about six hundred men out of the force that fought in the centre.

God guard your Excellency many years. VENANCIO FLORES.

WHISKY, BRANDY, WINE, ETC.

CHESNUT GROVE WHISKY

No. 225 North THIRD Street.

It anything was wanted to prove the absolute purity of this Whisny, the following certificates should do it There is no alcoholic stimulant known commanding such econnuctionation to me such high sources:

PEHLADELPHIA, September 9, 1858
We have carefully tested the sample of CHENUT GEOVE WHISKY which you send us, and fine that it contains none of the Poisonous substance known as It is loud, which is the characteristic and injurious in gredient of the whiskles in general use.

BOOTH, GABRETT & CAMAC, Analytical Chemists

I have analyzed a sample of CHENNUT GROVE V HISKY received from Mr charles Wharton, Jr., I bluacelouis: and having carefully tested it, I ampleased to state that it is entirely frame from Poisonou or deletingers substances. It is an unusually pur and fine-flavored quality of whisky.

JAMES R. CHILTON, M. D.,

Analytical Chemis

Boston, March 7 1859
I have made a chemical analysis of commercial sam

I have made a chemical analysis of commercial inom the grain used in manufacturing it.

Lespectfully, A. A. HAYES, M. D.

blate Assayer, No. 16 Boyiston street

For soie by barrel, demijonn, or bottle at No. 225 North THIRD Street Philadelphia. 43

M. NATHANS & SONS IMPORTERS

BRANDIES, WINES, GINS

Etc. Etc. No. 19 North FRONT Street.

PHILADELPHIA. MOSES NATHANS,

HORACE A. NATHANS, OBLANDO D. NATHANS,

STOVES, RANGES, ETC. CULVER'S NEW PATENT DEEP SAND-JOINT HOT-AIR FURNACE

RANGES OF ALL SIZES. ALSO, PHIEGAR'S NEW LOW PRESSURE STEAM BEATING APPARATUS.

FOR SALE BY CHARLES WILLIAMS, No. 1182 MARKET STREET,

THOMPSON'S LONDON KITCHENER THOMPSON'S LONDON KITCHENER, OR FEROPEAN RANGE, for tamilies, hotels, or bublic institutions. In TWINTY DIFFERENT SIZES, Also Phi adeiphia Ranges, Ho-Air Furences, Fortable Heaters, Lowdown Grates Fireboard Stoves, Batt Boilers, Stewhole Plates, Broilers, Gooking Stoves, etc., wholesals and retail, by the manuacturers.

519 stuthem No. 209 N. SECOND Street

HOR SALE STATE AND COUNTY RIGHTS Heater for Cost Oil Lamps: It prevents the Chimneys from breaking. This we will wareaut Also saves section breaking. This we will wareaut Also saves section the oil. Call and see them they cost but ien cents No. 266 RACE Street. Philadelphia. Sample sent to and part of th tUnit-C States on receipt of 25 cents. 3 19

RAILROAD LINES.

READING RAIL ROAD
FROM PHILADELPHIA TO THE INTERIOR OF TENSSTAVANIA, THE SCHUYLKILLA, SUSQUE HANNA, LUMERLAND, AS D WYOMING VALLEYS, THE NGRTH, NORTHWEST, AND THE CANADAS TRAINS JUME 1836
LOSVING THE TRAINS JUME 1836
LOSVING THE TOMORD'S DEPON AS THIRTFENTH AN CAILOWHILL Streets Philadelphia at the follow unbours:

CAILOWHILL streets Philadelphia at the follow n bours:

MORNING ACCOMMODATION.

At 7:30 A. M. for Reacing an intermediate Statio & NORNING EXPIRESS.

At 8:15 A. M. for Reacing an intermediate Statio & North Reacing in the state of the following the state of the sta

t 645 P. M.
HARRISBURG ACCOMMOD TION.
Leaves Reading at 730 A. M. and Harrisburg at 440
M. Connec ing at Reading with Alternoon Accomaccompandation south, at 630 P. M., arriving in Philadelphia Sarket train, with passenger car attached, leaves Philadelphia at 12 45 neon for Reading an all way stations. Leave, a leading at 13 45 neon for Reading an all way stations. Leave, a leading at 13 a. M. and Downingtown at 12 50 P. S., for Philadelphia and all way stations. All the above rains run daily, undays excepted. Sunday trains leave Fotsville at 800 A. M., and Philadelphia at 215 P. M. Leave Philadelphia for Reading at 800 A. M.; it curring from Reading at 425 P. M. CHES FR V. LLEY RAILROAD.

Passen ers for Downingtown and intermediate points take the 750 and 815 A. M. and 5 0 P. M. trains from Philadelphia, returning from Downingtown at 6 35 A. M. and 12 36 noon.

Philadelphia, returning from Downingtown at 6.35 A. M. and 12.36 moon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8.90 P.M., passing Reading at 1.65 and 11.53 A. M. and 1.48 P. M., and connecting at Harrisburg with Fennas vanila and Northern Central Bailroad express trains for Pitisburg, Chicago, Whilamsport, Elmira, Bailtmore, etc.

Returning, express train leaves Harrisburg on srrival of the Fenneylvaria express from Pitisburg, at 3 and 5.45 A. M. and 9.15 P. M., passing Reading at 4.49 and 10.52 A. M. and 11.30 P. M., and arriving in New York at 19. A. M. and 2.45 P. M., Sieeping cars accompany these trains through between Jersey City and Pitisburg, with out change.

A mail train for New York leaves Harrisburg at 2.10 P. M. Mall trair for Harrisburg leaves Sew York at 12 M. SCHUYLKILL VALLEY RAILROAD.

Trains leave Poitsville at 7 and 11.30 A. M., and 7.15 P. M., leturning from "smaqua at 7.35 A. M. and 1.40 and 4.15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAULROAD.

P. M. leturning from "amagua at 735 A. M. and 140 and 415 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Transleave Auburn at 750 A. M. for Pinegrove and Barrisburg and 150 P. M. or Pinegrove and Tremont, returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.
TICKE'IS
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The officer of S. BEADFOLD. Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superint might. Beaching.—
COMMULATION TICKETS
At 25 per cent. discount. between any points desired, for lawlies at d firms.
MILEAGE TICKETS.
Good 1071000 miles, between all points, \$5250 each, for families and firms.
SEASON TICKETS

families and firms SEASON TICKETS.

families and firms

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

ElseGyMEN

Essiding on the line of the road will be furnished cards entiting the meetives and wives to tlockets at half fare.

EX. URSION 71 KETS

From Philadelphis to principal stations good for Saturday, Sunday, and Monday, at reduced fine to be had only at the Ficket Office, at THILTEENTH and CALLOWHILL Streets

FREIGHT—Goods of all descriptions forwarded to all the above noints, from the Company's new Freight Depot, BROAD and WILLOW Streets.

Leave Philadelphia daily at 5 30 A. M., 12-45 noon, and a P. M., for Reading, Lebanon, Harrisburg, Potisville Port Clinton and all points beyond.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 315 P. M.

read and its branches at 5 A. M., and for the principal stations only at 3 15 P M.

PHILADELPHIA, GERMANTOWN, AND NORMSTOWS RAILIROAD.
On and a ter WEDNESDAY, May 16, 1868, \$60R GERMANTOWN and 16, 1868, Leave Philadelphia 5, 7 8, 9, 10, 11, 12 A. M., 1, 2, 3 16, 38, 4, 5, 58, 6, 7, 8, 9, 10, 11, 12 P M.
Leave Germantown 6, 7, 78, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4% 6 6% 7, 8, 9, 10, 11 P. M.
The 8 26 cown train, and 2% and 5% up trains will no stop on the Germantown Branch.

Leave Philadelphia 9:10 A. M., 2, 3, 8, 10% P. M.
Leave Germantown Branch.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 5, and 8 P. M.
Leave Philadelphia 9:10 minutes, 8, 940, 11 40 A. M.
140, 3 40, 5 40, 6 40, 8 46, and 10 40 minutes P. M.
Leave Philadelphia 9:10 minutes A. M., 2, 5, and 8 P. M.
Leave Philadelphia 9:10 minutes A. M., 2, 5, and 8 P. M.
Leave Philadelphia 6, 8, 35 minutes, 11 40, 6 40, an
9:25 minutes P. M. Hain will stop at School Lane, Wissa hickon, Manayunk, Spring Mill, and Conshohot ken only
ON SUNDAYS.
Leave Philadelphia 6, 8, 35 minutes, 11 40, A. M., 18, 48, 5%, 6%, 805, and 11 P. M.
Leave Norristown 7 A. M., 1, 5%, and 4 P. M.
Leave Philadelphia 6, 8, 35 minutes, 11 40, A. M., 18, 48, 5%, 6%, 845, and 11 P. M.
Leave Philadelphia 6, 8, 35 minutes, 11 60 A. M., 18, 48, 5%, 6%, 845, and 11 P. M.
Leave Philadelphia 6, 8, 35 minutes, 11 60 A. M., 18, 48, 5%, 6%, 845, and 11 P. M.
Leave Manayunk 64, 7%, 820, 0%, 11k, A. M., 2, 5 6%
8% P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 28, 4, and 7% P. M.
Leave Manayunk 64, 7%, 820, 0%, 11k, A. M., 2, 5 6%
8% P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 28, 4, and 7% P. M.
Leave Manayunk 64, 7%, 820, 0%, 11k, A. M., 2, 5 6%

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6, and 9% P. M.
W. S. WILFON, General Superintendent,
Depot NINTH and GREEN streets

NORTH PENNSYLVANIA RAILROAD. OFTH PENNSYLVANIA RAILROAD.—
For BETHLEHEM DOYLFSTOWN, MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE.
At 730 A. M. (Express), for Bethlehem, Allentown Mauch Ununk, Hazleron, Williamsport, and Wilkess barre.
At 310 P. M. (Express), for Bethlehem, Easton, etc reaching Easton at 6.45 P. M.
At 315 P. M., for Bethlehem, Allentown, Manc Chunk.
For Doylestown at 8.25 A. M., 2.30 and 4.15 P. M.
For Lansdale at 6.16 P. M.
White cars of the Second and Third Streets Line Oit, Passenger Cars run direct to the depot.
THAINS FOR PHILADELPHIA,
Leave Bethlehem at 6.25 A. M., 2.15 and 5.30 P. M.
Leave Lansdale at 5.60 A. M.
Leave Lansdale at 5.60 A. M., 2.15 and 5.30 P. M.
Leave Lansdale at 5.60 A. M., 2.15 and 5.30 P. M.
Leave Fort Washington at 10.50 A. M., and 2.15 P. M.
Philadelphia for Beth enem at 9. A. M., and 2.15 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 7.20 A. M.
Through Tickets must be procured at the ticket office a THIRD Street or BERKS Street.

At ZERT JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM 100t of MARKET Street (Upper Ferry), commencing MONDAY, July 16, 1866 Leave Philadelphia as follows:

For ape May, 9 A. M., Mail; 2 P. M., Accommodation; 4 P. M., Fast Express
For Bridgeton, Saiem, and intermediate points, 8 A. M. and 3 30 P. M.
For Miliville, and intermediate points, 8 A. M. and 2 P. M.

P. M. Woodbury Accommodation, 6 P. M. RETURNING:
Leave Cape May at 6-36 A. M., Mail; 9 A. M., Fast Express: 5 P. M. Express
Leave Bridgeton 715 A. M. and 3-50 P. M. Freight 6-20 F. M. Leave Salem 7 A. M. and 3:35 P. M. Freight 5:45 P. M. Leave Millville 6:55 A. M. and 6:38 P. M. Freight 11:03 A.M. Freight will be received at Second Covered Whati below Wainut street, from 700 A.M. until 500 P.M. That received before 900 A.M. will go through the same

Freight Delivery, No 228 S. DELAWARE Avenue J. VAN RENSELAER, Superintendent. The West Jersey Fxpress Company will attend to all the usual branches of Express business. A Special dessenger accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

1866 - PHILADELPHIA AND ERIE RAIL
ern and Northwest Counties of Pennsylvaula to the
City of Frie on Lake Erie. It has been leased and is
operated by the Fennsy vania Ealiread Company.

Time of Passenter Trains at Thiladelphia
Arrive Eastward-Rrie Mail Train, 7 a. M.; Erie Express Train, 1 P. M.
Leave Westward-Erie Mail, P. M.; Erie Express
Train 13 M.
Passenger cars run through on the Erie Mail and Express trains both ways between Philade phia and Erie
NEW YOUR CONNECTION.
Leave New York at 9 A. A. arrive at Erie 93 A. M.
Leave Frie at 43 P. M. Arrive at New York 410 P. M.
Ele; ant Sleeping Cars on all the night trains.
For information respecting possenger husiness, apply
at corner Thilatic H. and MARELT Streets. Phila.
And for freight business, of the Company's Agents, S
B. Kingston Jr., corner Thilaenth and Market streets
Philadelphia; J. W. Reinolds, Erie; William Brown
Agent N. C. B. E. Baltimore.

H. F. BOUS 102 A, General Freight Agent, Phila
H. W. GWINNER General Tierot Agent, Phila
A. L. TYLLE General Sup't, Williamsport

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BAL TIMORE RAILBOAD,

Commencing MONDAY, July 2, 1886. Trains willien a Depot corner of BROAD Street and WASHING-TON Avenue, as follows:

Express Train at 418 A. M. Mondays excepted) for Bellingrand washington stopping at Chester, will mitgran Newark, Firther, Northeast, Perryulie, Yayre, de Grace, Aberdoon, Perryman's, Magnolia, Chase's and Stemmer's Run.

Stemmer's Run.

Wy Nail Train at \$15 A M. (Sundays excepted, for Barchore, stopping at all regular stations between Philadelphis and Baltimor.

Delaware Hallroad Train at 2 A. M. (Sundays excepted, for Princess Anne, Milford, and intermediate of the control of express Train at 11.45 A. M. (Sundays excepted), for Estimore and Washington.

Express Train at a P M. (Sundays excepted) for Balimore and Washington stopping at hester, an mont. Wimirgton, Newark, Fikton, Northeast Perryville Havie de Grace, Aberdeen, Perryman's, Edgewood Maguella, Chase's, and Stemmer's Rua!

Night Express at 11 P. M., for Baltimore and Washington. ington.

Fassengers by Boat from Ba Umore for For ress Mon-ree Noriclk, City Point, and Richmond, will take the 1145 A. M. frain.

VILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wil-mington. Stopping at all Stations between Philadelphia and Witmington.

Leave Philadelphia at 9 A. M., 12 30, 4 39 6 and 11 30 P. M. The 4 20 P. M. train connects with Helaware Railroad or Harrington and intermediate stations.

1 cave Wilmington at 6 30 7 15 and 9 30 A M., 4 and 6 30 P. M. The 7 15 A. M. train will not atop at stations between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 9 A. M., 4 30 and 6 P. M.

4 30 and 6 P. M.

Chies Ten Fow Philadelphia at 9 A. M., 4 50 and 10 P. M.

Chies Ten Fow Philadelphia A. M., 4 35 and 10 P. M.

Chies Ten Fow Philadelphia (14 and 11 49 A. M., 484), 5 oc. 1 46 and 10 38 P. M., 5 oc. 1 46 and 10 38 P. M., Express. 1 10 P. M. Express. 6 35 P. M., Express. 8 25 P. M., Express. 7 Thains for Baltimore.

P. M., EXDE-SE TRAINS FOR BALTIMORE.

TRAINS FOR BALTIMORE
Leave Chester at 440 and 852 A. M., and 338 P. M.
Leave Wilmington at 525 and 933 A. M. and 415 P. M.
Freight Trains with Passenger Gars attached will leave
as follows:—Wilmington for Ferry vice and intermediate
stations at 655 P. M. Baltimore for Havre de Grace and
intermediate stations at 455 P. M. Perryville for Wilmington and intermediate stations at 425 s. M. connecting at Wilmington with 745 A. M. train for Philade phia.

de phia

SUNDAY TRAINS

Express Train at 4-15 A. M. for Baltimore and Washington. s'opping at bester, Wlimin. ton, Newark Elkton, Nor heart Perry ville Hayre-de-Grace, Aberdeen, Perry man's Magno in, casse's, and Stemmer's Run.

Night Express. 11 P. M. for Baltimore and Washington. Accommodation Train at 11-39 P. M. for Wlimington and intermediate stations.

Accommodation Train at 1130 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 825 P. M., stopping at Havre-de-Grac, Perryville, and Wilmington, Also s ops at Kikton and Newark (to take passengers for Pri adelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington. Accommodation Train from Wi mington for Philadel phis and intermediate stations at 6 °0 F. M. 416 II F. KENNEY, Superintendent. HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad omyany's Lines.
FROM PHILADELPHIA TO NEW YORK

and Way Places, from Wainut Street Whatf, will leave At 5 A. M., via Camden and Amboy, Accommoda 1100, 2d class.
At 8.A. M. 2 and 5 P. M., for Mount Holly, Ewans-ville Pemberton, and Vincentown. At 5 A. M. and 2 F. M. for Freehold.
At 5 and 16 A. 3., 12 M., 4 5, 6, and 11:30 P. M. for Fish Fouse, Primyra, Riverton Progress, Delanco Beverly, Edsewater, Fur ington Fiorence, Borden-town, etc. The le A. M. and 4 P. M. lises run direct town, etc. The lo A. M. and 4 P. M. lises run direct through to Tienton. LINES FROM KENSINGTON DEPOT WILL, LEAVE At 11 A. M., 430,645 P. M., and 2 P. M. (Night) via Kens'ington and Jersey City Pxcress Lines, fare \$300 The 646 P. M. Line will run daily. All others Sundays

excepted At 7 50 and 11 A. M., 3 5 30 4 30 5, and 6 45 P. M a d At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. at a sidnight for bristol, tremton, etc.
At 7 and 10:15 A. M. 12 M. 3 4, 5 and 6:P. M., for Cornwell's Terrisdale Holme-burg, Tacony Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M. for Bristol Schenck's, Eddington, and 8 P. M. for Holmesburg and internediale stations.
At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk (anandai, na., Elmira, Ithaca Owego, Reches er Binchempton, Oswego, Tyracuse Great Bend, Montrose Wilkesbarg Scramon Stroudsburg, Water Gap, Felvidere, Laston, Lambertville, stemington, etc. 7 he 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie hem etc.
At 5 P. M. for Lambertville and intermediate stations, June 1, 18:66.

TREIGHT LINES FOR NEW YORK AND is all the Stations on the CAMDEN and AMBOY and connecting Rai roads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILIOAD AND TEANSFOR ATION COMPANY REIGHT LINES for New York will leave WALNUT Street What at 8 o'cicck P. M. daily, Sundays excepted.

Freight must be delivered before 4% o'clock, to be for waided the same day.

Returning, the above lines will leave New York at 12 noon, and tand 8 P. M.

Freight for Tren on Princeton, Kingston, New Bruns wick, and all points on the Camden and Amboy Rail road; also, on the Belvidere Delaware and Fieming ten, the New Jersey, the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere De aware Rellroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunskellunk with all points on the Delaware, Lackawenna, and Western Rail road, forwarding to syracuse. Buffaio, and other noints in Western New York

The New Jersey Bailroad connects at Elizabeth with the Morris and Essex Bailroad.

A slip memorandum, specifying the marks and numbers, slippers, and conspices, must, in every matance be sent with each lead of goods, or no receipt will be given.

given.

B.—Increased tacilities have been made for the transportation of live stock. Drovers are invited to try the route. When sock is turnished in quantities of two carloads or more it will be delivered at the foot of For tich street near the Drove Yard, or at Fler No L. North Biver, as the skippers may designate at the time of shument. f ship ment.
For terms, or other information, apply to
WALVIER FREES AN. Freight agent,
No. 228 S. DELA WARE Avenue, Phi acciohia

() BANGE AND ALEXANDRIA RAILROAD, ORANGE AND ALEXANDRIA RAILROAD,—
On and arrer MONDAY, February 12 two daily
trains will run between Washington and L uchburg
connecting at Gordenevi le with Virginia Central Railroad trains to and from Richmond as iollows:—

MAIL TRAIN.

I cave Washington daily (Sunday excepted), at 6:45
4. M., and arrive at Lynchburg at 5:45 P. M.
Leave Lynchburg at 7 A. M. and arrive at Washington at 5:26 P. M.

EXPRESS TRAIN EXPRESS TRAIN

Leave Washington daily (including Sunday) at 6 05 P M and arrive at Lynchburg at 6 00 A M Leave Lynchburg at 6 30 F. M and arrive at Washing on at 6 10 A M Leave Lynchourg at 6 30 P. M. and arrive at washing on at 6 10 A M.

1 oth trains making close connections at Lynchburg for all noints South and Southwest, and at Washington or North and Northwest.

First-class sleeping cars attached to the night trains. The road is attractive, not only for its comor able accommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Run. Manassas, Bristoc, Cajett's, Rappahamook, Cuipeper, Orange, and Gordoniville, places of imperiahable interest in the nopular mind.

Through tickets to all points South and Southwest may be had in Boston, New York Philad jobia, and Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in Washington, Baltimore, and at the Calety of the road in th COAL.

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No. 935 North MINTH Street.

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DEALER IN LEHIGH AND SCHUYLKILL COAL

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Yard, Broad Street, below Fitzwater. Has constantly on hand a competent supply of the atove superior Coal, sur able for family use, to which he calls the attention of his friends and the public generally.

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COAL AND ICE DEPOT. S. W. CORNER OF BROAD AND CALLOWHILL STREETS.

Offers the celebrated West Lehigh Coal from the Greenwood Colliery, Stove, legs and Heater size \$7.50; Nut at 86.50. Also, the very superior Schuyikil Coal, from the Recyclodic Colliery Nutsize, \$6.00. All other sizes \$7.50. All Coal warranted and taken back free of expense to the purchaser is not as represented. Also, the Coal for-cited is not full weight.

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VOX POPULI. WRIGHT'S TAR SYRUP. PRINCIPAL DEPOT.

No. 771 South THIRD Street Price, \$1.00 per Bottle; \$5.00 for half-a-dozen. The undersigned citizens take pleasure in cheerfully recommending the use of Wright's Tar Syrup for cur, in coids, consumption, whooping-cough, spotted eyer, lyer compaint, pains in the breast, roughless, int ammation, and restriction of air vesses in the lungs, etc. The remoty should be in every family:— Charles C. Wison Form's Press office. Charles H. Grafien, Sunday Mercury office.

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For sa'e also at JOHNSON, HOLLOWAY & COWDEN S, DYOTT & CO's.

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A Famphet or, 100 pages, on the FR 10HS OF YOUTH, designed as a Lecture and Cau ion to Young Men, sent tree. Ten Cents required to pay postage.

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UNSETTLED CLAIMS. INCOME FOR 1806 811 467 53 8310 000. LOSSES PAID SINCE 1829 OVER \$5,000,000.

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